


No. 8460 第千八百六十四號 日六十月八年一十緒光 HONGKONG, THURSDAY, SEPTEMBER 24th, 1885. 四拜禮 號四十二月九英港香 [PRICE \$2½ PER MONTH]

SHIPPING. INFORMATION. THE HONGKONG HIGH-LEVEL NOTICE.

## INTIMATIONS

THEATRE  ROYAL,  
CITY HALL,  
MANAGER.....NEIL O'BRIEN.

RETURN TO THE  
FAMOUS AND POPULAR  
**M**ASCOTTE OPERA COMPANY  
FOR  
A SHORT SEASON ONLY.  
Commencing on  
THURSDAY OCTOBER 18<sup>th</sup>.

For the First Time in Hongkong on a scale of  
unusual splendour OFFENBACH's justly cele-  
brated Opera Bouffe  
MADAME FAVART.  
MADAME FAVART.  
MADAME FAVART.

BRILLIANT MUSIC. SPARKLING DIALOGUE,  
ELEGANT COSTUMES,  
And interpreted by the full strength of the  
MASCOTTE OPERA COMPANY.

Box Plan now open at KELLY and WALSH,  
(Limited)  
Hongkong, 24th September, 1885. [1739]

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NOTICE.

**M**R. JAMES DUKE MONROE is autho-  
rised to SIGN our Firm.  
BRADLEY & Co.  
Swatow, 22nd September, 1885. [1740]

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TO BE LET.  
**A** DESIRABLE RESIDENCE  
IN  
RICHMOND TERRACE.  
Apply to  
J. D. HUMPHREYS.  
Hongkong, 24th September, 1885. [1734]

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**T**RAHACHAND THAWARDASS & Co.  
General Commission Agents,  
10, Market Street, Singapore.

PRIME MANILA CIGARS  
in Boxes of 50, 100, 125, and 500.  
Also  
LADIES' CIGARS Cheap.  
Hongkong, 24th September, 1885. [1735]

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FOR SHANGHAI.  
THE Steamship

Captain W. Mitchell, will be despatched for the  
above Port TO-DAY, the 24th instant, at Four  
P.M.  
For Freight or Passage, apply to  
SIEMSEN & Co.  
Hongkong, 24th September, 1885. [1736]

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FOR SHANGHAI.

**T**HE Steamship

Captain G. Houermann, will be despatched for the above Port TO-DAY, the 24th instant, at FOUR P.M.

For Freight or Passage, apply to  
STIEMSEN & Co. -  
Hongkong, 24th September, 1885. [1737]

FOR HAIPHONG (DIRECT).  
THE Steamship  
"NAM-VIAN,"  
Captain Garesau, will be despatched for the

For Freight or Passage, apply to  
A. R. MARTY.  
Hongkong, 24th September, 1885. [1738]

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DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY, AND FOOCOW  
(The Company's Steamship)

**"HAIPHONG."**  
 Captain F. Asliton, will be despatched for the  
 above Ports on SUNDAY, the 27th instant  
 at NINE A.M.  
 For Freight or Passage, apply to  
**DOUGLAS LAPRAIK & Co.,**  
 General Managers.  
 Hongkong, 23rd September, 1835. | 1736

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.  
FOR SHANGHAI.  
THE Company's Steamer  
"OXUS;"

shortly after her arrival from Europe.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 24th September, 1885.

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NOTICE.

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COMPAGNIE DES MESSAGERIES  
MARITIMES.

FOR KOBE AND, YOKOHAMA.  
**T**HE Company's Steamer  
 "TANAIS,"  
 Captain Paul, will leave for the above Ports  
 shortly after the arrival of the next French  
 Mail steamer from Europe.  
 G. DE CHAMPEAUX,  
 Agent.

**EPILEPSY, Hysteria, Convulsions and the Nervous Diseases** are radically cured by the use of **LAROYENNE'S** anti-nervous solution.

Member of the Paris Academy of Medicine.

This MODERN TREATMENT was experienced by Dr. FREMY, at the central hospital (Hôpital Dieu) in his medical department, by Dr. FAUVEL, at Dr. BLANCHET'S private hospital.

WITCH, member of both the Academy of Paris and the Institute of France.

These eminent Doctors have ascertained the constant and periodical decrease of the fire which are soon after radically cured.

This Preparation is combined with Sal Ammoniac and Oxid of Thyme.

Price of a Bottle for France, 20 fr.

The Treatment is never to be discontinued after

are sufficient.  
General Depot: at LAROYENNE'S, Place  
Royale, CLERMONT-FERRAND (France) and  
all Chemists.

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**THE HARDEN "STAR" HAND  
GRENADE FIRE EXTINGUISHER.**

**T**HE Undersigned, having just arrived,

GRENADE. It is the Cheapest, Simplest, and  
Best Known  
**FIRE EXTINGUISHER IN THE WORLD**  
having been used in England and America  
with the greatest success for the past year  
and having extinguished over 800 Actual Fires  
thereby saving millions of dollars worth  
property.

Send all orders to  
E. CLARK,  
Hongkong Hotel.  
Hongkong, 22nd September, 1885. [17]



## INTIMATIONS.

A. S. WATSON & CO'S  
NEW  
VEGETABLE SEEDS  
AND  
FLOWER SEEDS  
ARE NOW READY FOR DELIVERY.

Both are of the Best Varieties and the kinds that do best in China. They are shipped in manner that ensures their preservation in transit and in three separate parcels. Thus every possible precaution is taken to avoid disappointing Purchasers.

CATALOGUES ON APPLICATION.  
SPECIAL FLOWERS' SEEDS  
In separate named varieties.  
FANSY, CARNATIONS, PHLOX, PETU-  
NIA, VERBENA, PORTULACA.  
THE HONGKONG DISPENSARY. 121

NOTICE TO CORRESPONDENTS.  
Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be considered until cancelled.  
Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

## The Daily Press.

HONGKONG, SEPTEMBER 24TH, 1936.

In the new Opium Agreement it is provided that "the Commission provided for in the Chefoo Agreement, to inquire into the prevention of smuggling into China from Hongkong, shall be appointed as soon as possible." This is rather a one-sided statement of the object of the Commission, which was primarily the removal of the interference of the Canton Customs' revenue cruisers with the junk trade of the colony, though it was recognised that this was to be brought about by the establishment of some system that should enable the Chinese Government to protect its revenue without prejudice to the interests of the colony. The new prevention of smuggling might be effected concurrently with increased interference with the trade of the colony. The statement of the object of the Commission in the new agreement seems therefore to reverse the position of the parties to the dispute, making the Chinese Government the complainant and Hongkong the defendant.

There can be no such thing as smuggling from Hongkong, because the port is free, and it is clearly the duty of the Chinese Government to protect its own revenue. If in doing so it interferes with the legitimate trade of this colony we have good ground of complaint; and it was in consequence of such complaints that the Commission was in the first instance agreed upon. The wording of the clauses in the new Agreement is to be regretted, as it is calculated to give a false bias to the Commission at the outset. The natural inference from it is that the Commission is to consider solely Chinese interests to the exclusion of those of this colony. This impression it will be the duty of the Hongkong representative to remove, should he find it to exist in the minds of his fellow commissioners, and to insist at the beginning on an unconditional recognition of the rights of Hongkong as a free port. Concessions may perhaps be made afterwards if the consideration for them appears to be sufficient. The Commission appointed by Mr. MANNING when administering the government of Hongkong in 1883, to inquire into "the circumstances attending the alleged smuggling into China from this colony of opium and other goods," reported that "So long as a commodity so portable as opium is heavily taxed, and salt, an article of common necessity, is made the subject of an oppressive monopoly, contraband trade in both will continue along a coast so extended as that of China, with or without the existence of Hongkong as a foreign colony." The report then goes on to refer to the geographical position of Hongkong with reference to smuggling, to the measures put in force by the preventive service, which "involve a vexatious interference with the legitimate trade of the colony," and, with reference to the whole question of smuggling from this colony into China and the blockade, the Commissioners submit "that according to international law it is no part of the duty of Hongkong to assist the Chinese Government in the collection of its revenue. Yet considering the position of Hongkong in relation to the mainland of China the Commissioners feel that the Colonial Government is called upon by considerations of policy to prevent in every reasonable way the freedom of transit in respect of tariff stipulations, and will moreover enter into effective guarantees that the trade of Hongkong shall not be subjected to irregular, indefinite, or an exceptional taxation, and that vessels and goods shall not be forfeited or persons trading to or from Hongkong be punished for smuggling unless by some complete and open tribunal in which complete confidence may be reposed by the Hongkong Government."

How to give effect to these general recommendations is the problem the Joint Commission to be appointed under the new Agreement will have to solve. Several propositions have been put forward or the settlement of the blockade question, namely, by the late Sir BARNES ROBERTSON, by Sir ARTHUR KENNEDY, by Sir JOHN FORBES HENNESSY, and by Mr. JUSTICE RUSSELL. All of these are more or less objectionable, as subjecting the junk trade of the colony to direct espionage on the part of the Chinese authorities and involving the collection of duties either within the colony or immediately outside which ought to be collected at the port from whence the junk comes or to which she is going. Sir JOHN FORBES HENNESSY recommended that salt, opium, and munitions of war should not be allowed to be exported to the coast of China in junk except

under a permit from the Chinese Authorities. On this the Foreign Office said, that by such a course "the prestige of the Government would be lowered in the eyes of the native community." The establishment of a branch of the Chinese Customs to supervise the junk trade entering and leaving the colony must likewise have a tendency to lower the prestige of the Government, whether the Customs establishment be situated within the colony or immediately outside. The Chinese are, however, entitled to protect their revenue, and it seems to be now generally recognised that we cannot prevent their stopping and examining junks in Chinese waters. The object to be aimed at, therefore, is to secure that the preventive service shall be conducted on honest principles and with due regard to international obligations. Hitherto no regular tariff of the duties levied at the Customs stations in the I-ye-moon Pass and Capingmoon Pass has been published, and goods on which duty ought to be levied have been subjected to exactions of varying and uncertain amount. The object of the Commission has been in fact to treat Hongkong as a Chinese port; they even claimed to collect duties on goods being carried from Victoria to Suifu, ports in the colony, a pretension on the part of the Chinese Government which, as is mentioned in the report of the Smuggling Commission, it required considerable pressure to remove. The Chinese also claim to levy duty on the salt carried by fishing boats for the purpose of salting fish at sea, and in 1833 they maintained, and probably still maintain, an agency in this colony for the sale of certificates to carry salt. As there is no possible right existing to levy duty on Hongkong fishing boats it would seem that the parties who sell these certificates lay themselves open to a prosecution for obtaining money by false pretences. The illegal proceedings of the so-called Customs cruisers are well-known and are tersely set out in the report of the Commission. The cruisers "are licensed and sub-licensed by very questionable authority and are guilty of irregular and quasi-piratical acts." In one case five launches flying the Imperial flag and using the man-of-war anchorage at Hongkong were discovered by the Chinese Government. "The Viceroy at Canton admitted that they were engaged in levying the coast defence tax, which was farmed out to a monopoly, but said he could not reprimand the commanders, as they were not in the Government service. These vessels were all accused of preying unlawfully upon the junk trade and seizing boats in British waters." One point which will have to be insisted upon in the new arrangement is that such Customs stations and boats as may be maintained by the Chinese in the neighbourhood of Hongkong shall be under the immediate superintendence of responsible officers, and that no right shall be recognised in any "farmer" to make levies.

When the Chefoo Convention was signed and it was anticipated the Joint Commission there provided for would shortly commence its inquiry, Mr. BRUSSELL was selected to represent the Hongkong Government, and he is the most suitable man in the service to undertake the duty now. Having been selected in 1876 he made himself thoroughly acquainted with the history of this difficult question up to that time, and he has kept himself current with it ever since, as is shown by the able memorandum on the blockade he supplied to Sir GEORGE BOWEN two years ago, and he was also a member of the Commission appointed by Mr. MANNING and had the advantage of hearing all the evidence given in connection with that inquiry. Mr. BRUSSELL has expressed his own views on the subject in the memorandum above mentioned. Briefly they are that the Chinese should establish a Customs station in a convenient place near British Kowloon, under the superintendence of a Chinese and an Englishman, to collect dues on junks and give clearances, but that no dues shall be demanded from junks coming to Hongkong from Chinese ports save such export duties as are payable at the respective ports of clearance; that the revenue cruisers shall be entirely under the jurisdiction of the new duty station; that an appeal shall lie against seizures by the new station; that a tariff shall be published; that no duties shall be levied by any monopoly; that the Chinese Government shall guarantee that no further levies shall be made at the port of destination; and that the Hongkong Government shall undertake to give all the support it can to assist the Chinese Government in giving effect to these rules for obtaining its legitimate revenue. Mr. BRUSSELL is at present absent on leave, but will probably be back before the appointment of the Commission, and, as we have already said, he is the official who ought to be selected to represent Hongkong. But before he receives his instructions from the Government it would be well that the opinion of the official Members of Council and that of the Chinese Members of Council should be asked as to what ought to be insisted upon in the interests of Hongkong and whether Mr. BRUSSELL's own suggested basis of settlement can be accepted as it stands or whether it requires modification or is susceptible of improvement. The matter is one of vital moment to the colony, and it behoves the mercantile community to see that the solution it receives is one which will promote the native trade and not strangle it, as some conceivable solutions might do.

The French gunboat *Yapou*, Commander Poirayre, left here for Macao yesterday. The *Suzhou* steamer, which was expected at Saigon, has been delayed in consequence of the death of the Second King of Siam.

We would direct attention to the advertisement in another column in which the Mercantile Opium Company announce the performance of Offenbach's celebrated opera *Madame Favart* to come off on the last proximo.

The Inspector-General of Customs and Mr. Hart arrived in Tientsin on the evening of the 14th inst., and the latter went on to Shanghai per steamer *Elm* which arrived on the 17th inst. Mr. Hart has, it is stated, been commissioned to assist in determining the boundaries of Tientsin.

Old records in China will (says the *Courier*) be sent to hear of the death of Mr. George F. Macdonald, who died on the 21st inst. He had been ill for some time, but his death was not expected. He was in his 52nd year. He was formerly a partner in the Hongkong firm of Lyall, Still & Co., and on the failure of that firm he retired and set himself up as a commission merchant.

The *Shanghai Courier* says: "We understand that the \$1,000 awarded to Inspector Mack by the Court of Councils has not yet been paid, though two, if not three, applications have been made for payment. Mack was entitled to the money as soon as judgment was delivered and it is unfair to keep him without it; the only possible explanation the Council can give by deferring payment is that they make fourteen days' interest on the money."

Yesterday morning the remains of Mr. DUNN, who died on the 18th inst., were interred in the cemetery at the Chinese Club at eight o'clock, and was attended by nearly every member of that community and some foreign friends. There could not have been a good reason for the delay of the funeral, as the deceased's numerous European friends had known the hour at which the funeral cortege was to start.

We are requested by the Rev. J. B. Ost to publish the following advertisement in the *Daily Press*:—  
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The *N. Y. Daily News* learns that Mr. E. Colborne Baber has been appointed British Consul-General in Korea.

The Agents (Messrs. Malchers & Co.) inform us that the British steamer *Amoy Head* left Singapore on Tuesday for Hongkong via Saigon.

The Messageries Maritimes steamer *Oswin*, with the next French and Australian mails on board, is to leave Singapore for Saigon and Hongkong at 10 o'clock yesterday morning.

We are informed by the Agent that the Pacific Mail Steamship Company's steamer *City of New York*, with mails, &c., from San Francisco to the East, has arrived at Yokohama, and will have for this port to-day.

A correspondent writes to the *Courier* that a rather serious fire occurred at Hankow between one and two o'clock on the morning of the 16th inst. Forty native houses were burnt down, including the only opium warehouse of the London Mission Hospital. It is stated that no lives were lost.

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The *Shanghai Courier* says: "We understand that the \$1,000 awarded to Inspector Mack by the Court of Councils has not yet been paid, though two, if not three, applications have been made for payment. Mack was entitled to the money as soon as judgment was delivered and it is unfair to keep him without it; the only possible explanation the Council can give by deferring payment is that they make fourteen days' interest on the money."

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The Agents (Messrs. Malchers & Co.) inform us that the British steamer *Amoy Head* left Singapore on Tuesday for Hongkong via Saigon.

The Messageries Maritimes steamer *Oswin*, with the next French and Australian mails on board, is to leave Singapore for Saigon and Hongkong at 10 o'clock yesterday morning.

We are informed by the Agent that the Pacific Mail Steamship Company's steamer *City of New York*, with mails, &c., from San Francisco to the East, has arrived at Yokohama, and will have for this port to-day.

A correspondent writes to the *Courier* that a rather serious fire occurred at Hankow between one and two o'clock on the morning of the 16th inst. Forty native houses were burnt down, including the only opium warehouse of the London Mission Hospital. It is stated that no lives were lost.

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